

Green Light

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D. J. Davidson, Editor

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Rio Grande Industries Net Earnings Increase

Rio Grande Industries and consolidated subsidiaries for the last quarter of 1972 and for the year realized an increase in primary earnings over the previous year.

Revenue for the quarter ending December 31 of \$38,624,000 compared with \$37,446,000 for the same period in 1971. Operating revenues of \$142,027,000 for the year ending December 31 shows an increase of \$2,585,000, or 2 per cent over the previous year.

The Rio Grande Railroad, a wholly owned subsidiary, increased its earnings for the fifth consecutive year and achieved record revenues and profits for the year.

Higher profits were also recorded by Rio Grande Motor Way, Leavell Development Co. (the real estate subsidiary), and Computer Sharing Service. Arrow Development, a manufacturing subsidiary, had record volume, but lower profits.

P.R. Director McKinney Retires

Alexis McKinney, director of public relations, retired February 16 after 10 years with the Rio Grande and nearly 45 years in newspapering.

McKinney came to the Rio Grande in February 1963 from the *Denver Post* where he had advanced from state-house reporter in 1942 to assistant to the publisher with intermediate positions as assistant city editor, city editor and managing editor.

A native of Cincinnati, he attended schools in Cincinnati and several cities in Texas. He joined the Navy at the age of 16 and distinguished himself as a member of the all-Navy championship rifle team and as a member of the *USS New Mexico's* three-mile raceboat crew.

Out of the Navy in 1927, McKinney sold roofing in the Arkansas Valley and worked one fall for the American Beet Sugar Co. at Rocky Ford. In 1928 he became a circulation solicitor for the *Pueblo Star-Journal* and in 1929 he joined the *Pueblo Chieftain* as a reporter and was named city editor of that paper in 1931. With a partner he was co-publisher of the *Rocky Ford Tribune* in 1933, where he almost "lost his shirt," and went to Alamosa in 1934 as editor and editorial writer for the *Daily Courier*. McKinney was invited to join the editorial staff of the *Denver Post* in 1942 where he remained until 1963 except for a 15-month tour of duty in 1945-46 as regional officer for the Bureau of Reclamation in Denver.



McKinney's first assignment with the Rio Grande was as director of the railroad's program for development of the narrow gauge Silverton Train and the newly acquired business properties adjacent to the Rio Grande depot in Durango. During his two and a half years in Durango, the railroad started operation of a second section of the train, modernized and rebuilt properties in what was called "Rio Grande-land," and attracted record numbers of vacationers.

McKinney returned to Denver in 1965 as director of public relations. His immediate duties took him throughout the country to enlist the public support for Rio Grande in its defense against other railroads' merger threats. Predictions of that period — that the merger cases would take years to resolve — have proved correct.

Among public relations highlights in recent years have been the urging for understanding of the railroad's discontinuance of deficit-ridden passenger trains; abandonment of long-obsolete branch lines; the mustering of public and political defenses against a threatened takeover of the railroad by unprincipled financial schemers; the creation of Rio Grande Industries and its prudent designations of subsidiaries, and the emotional reaction to Rio Grande's decision declining to join Amtrak.

Of his future activities McKinney said, "We're not deciding anything in a hurry. There must be a million things that Esther and I have thought of doing, and we're going to start them one at a time." Alexis and Esther have been married 43 years.

McKinney has won awards in stereo photography in the U. S. and abroad. He is a member of the Colorado Centennial-Bicentennial Commission planning activities for 1976. There is the urge to travel to those far-away places.

He has offered his services as public relations consultant if needed, and he says, "there's always writing to be done."

I'm Walter



Walter Downes,
Accountant.

I'm Carole



Carole Northcutt,
secretary to vice president.

When Leavell Development Co. employees were introduced last month, the identification captions were misplaced under two photos. So their spouses will know who to expect for dinner, we are putting the right name with the right photo.

Go
Rio Grande
Accident Free
In '73

On the Cover

Rio Grande freight No. 163 is shown shortly after leaving Pueblo with GP 3080 on the point with Alamosa in the rich San Luis Valley as its destination. Barry R. Silver's photo was taken in September, 1972.

Rio Grande

Rail Merger Plan Is Open To Challenge

The third and final volume of a report on the proposed merger of the Chicago, Rock Island & Pacific Railroad into the Union Pacific and Southern Pacific railroads was released on February 15.

The report in part said the Rio Grande Railroad should be a part of the Missouri Pacific, Santa Fe, Rio Grande, Western Pacific combine as part of a plan to remake the entire western railroad system. This was the recommendation of Administrative Law Judge Nathan Klintenic, Interstate Commerce Commission, in his proposal to have four super railroads west of the Mississippi River.

G. B. Aydelott, president of the Rio Grande, preferred to withhold comment until he and his staff had an opportunity to read and analyze the report.

Aydelott did say, however, "from what we know thus far it looks as though Mr. Klintenic has gone far beyond the issues of the merger case. Instead of making recommendations on those issues, which involved primarily the Rock Island Railroad, he has pronounced his opinions as to how the railroads of the western United States should be restructured.

"For him to have extended the issues so broadly certainly leaves the report open to challenge," he concluded.

This merger has been before the ICC for 10 years. The Justice Department supported Rio Grande's proposal to acquire the portion of the Rock Island between Denver-COLORADO SPRINGS and Kansas City and Omaha.

(Word has been received at press time that the seven railroads involved in the Rock Island merger have asked the ICC to dismiss it, as one source said, "it will simply waste time, energy and resources of all parties and the commission.")

Home Development Is Begun



The staff of the Housing Division, Leavell Development Co., are at the site of their new home residential development at El Paso, Texas. From left are: Tom Stanton, housing division manager; Sherre De Fee, secretary; Jeane Lee, sales representative; Jon King, superintendent; and Milt Young, director of production.

The project, which began in February this year, will encompass 71 patio home condominium units with club house, swimming pool, tennis courts and other recreational facilities. The units will be in the \$26,500 to \$38,000 price range.

Leavell Development Co. is a subsidiary of Rio Grande Industries.

Why Wear Hard Hats?

The average safety hard hat weighs about 14 ounces. The average man's head weighs 14 pounds. So there's an ounce of safety for every pound of head — provided the head protection is properly worn and maintained.

The brain is the control center of the body. The slightest damage to any part of the brain will cause malfunction of some area of the body. The skull, under normal circumstances, protects the brain. But, when a possibility of injury from falling or flying objects exists, additional protection is required. This is the objective of the use of hard hats.

The energy of a falling object can be evaluated approximately by multiplying the weight of the object by the distance of its fall. A three and one-half ounce washer, for example, falling thirty-two feet, will generate seven foot pounds of energy at impact. This amount of energy will be reduced by about one-fourth if a hard hat is worn.

Often workmen are reluctant to wear hard hats because of an expressed concern of the weight and discomfort of heat during warm weather. Considering the protection afforded, the weight theory is negligible. The average hard hat weighs 14 ounces as compared to the three pounds of the helmet used in the Korean Conflict. However, under duress of battle, the helmet afforded a psychological feeling of security. Why, then, in certain areas of employment, shouldn't the hard hat give this same feeling of security in industry?

Regarding the so-called discomfort of heat, a test in temperature of 110 degrees showed that the inside temperature of a cloth cap and a felt hat were two degrees cooler than the prevailing outside temperature. The same test revealed the inside temperature of hard hats varied from five to twelve degrees cooler. The material, reflection and air space were the governing factors.

Why wear hard hats? The answer is obvious.

(AAR Safety Talk)

Park Central Complex Dedicated



PARK CENTRAL COMPLEX, with Central Bank & Trust Co., Rio Grande Industries, and Leavell Development Co. as major tenants, was officially dedicated on February 21 on the plaza of the new three-tower structure. Some of those participating in the dedication, shown from left in the photo were: Mrs. John Love, wife of the Governor; M. V. Beckstrand, President, Leavell Development; Mayor W. H. "Bill" McNichols, Jr.; Max G. Brooks, Chairman, Central Bank, and Governor John Love. Choir performing in the background is from Temple Buell College in Denver. Railroad and Urban Renewal officials also attended the dedication.

Operation Gives New Muscle to Samson de Grande

Samson de Grande, No. 028, the steam derrick based at Grand Junction, was brought to Denver during the summer of '72 where it underwent an "operation" to give it more muscle.

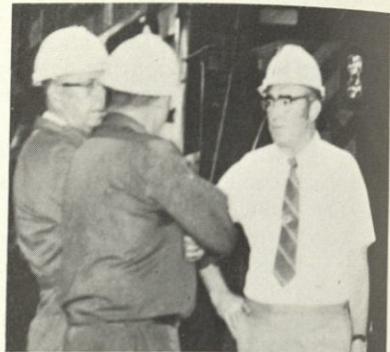
The new muscle consisted of removing the steam portion of the derrick and replacing it with a Caterpillar diesel

motor with over 300 horsepower. Converting from steam to diesel made it more practical as it isn't necessary to "get up steam" before the derrick can go into operation. When necessary this factor alone can save a great deal of time.

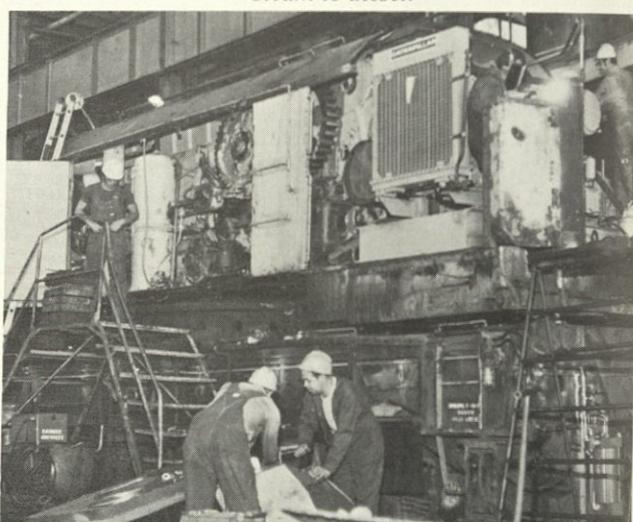
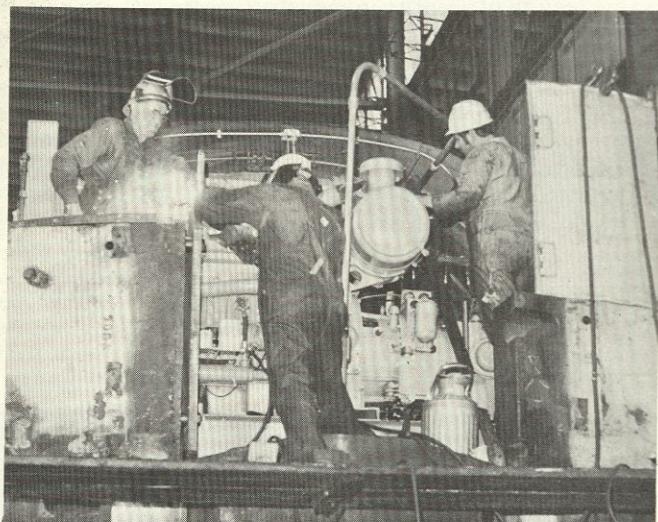
The accompanying photos show the 028 before, during and after the operation.



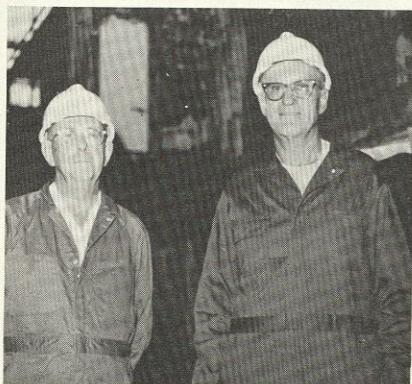
SAMSON deGRANDE, No. 028, as it looked before conversion from steam to diesel. (Cheedle Photo)



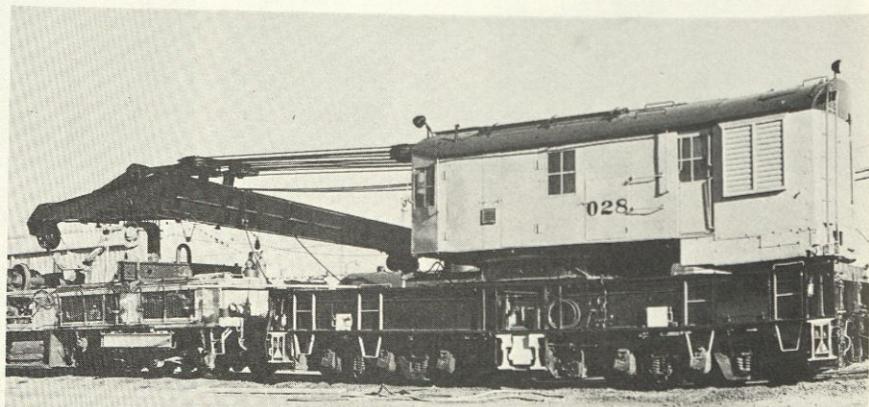
G. H. "RED" MacDONALD, shop foreman in white shirt, discusses some of the problems in converting No. 028 from steam to diesel.



MACHINISTS are busily engaged in tearing apart and reassembling the 028 in the Burnham back shop. It was necessary to strip the cab and outer covering from the derrick to make the change to the interior, making it a modern piece of equipment.



GEORGE HEADINGTON, general mechanical foreman, left, and William R. Runge, carman, both from Grand Junction, accompanied the 028 to Burnham for the changeover.



NO. 028 WITH A NEW COLOR SCHEME and "new muscle" is ready for whatever chore or duty it may be called upon. The 028 returned to its base at Grand Junction. (Cheedle Photo)

275 Freight Cars To Be Added To Car Fleet

To meet the increasing need for new and modern freight cars, the Rio Grande is adding an additional 275 cars to its fleet through its 1973-B program. This represents approximately \$5 million in capital expenditures.

An early delivery is scheduled for the 275, 100-ton car in expectation of high-level activity in rail shipments for both on-line and off-line shippers.

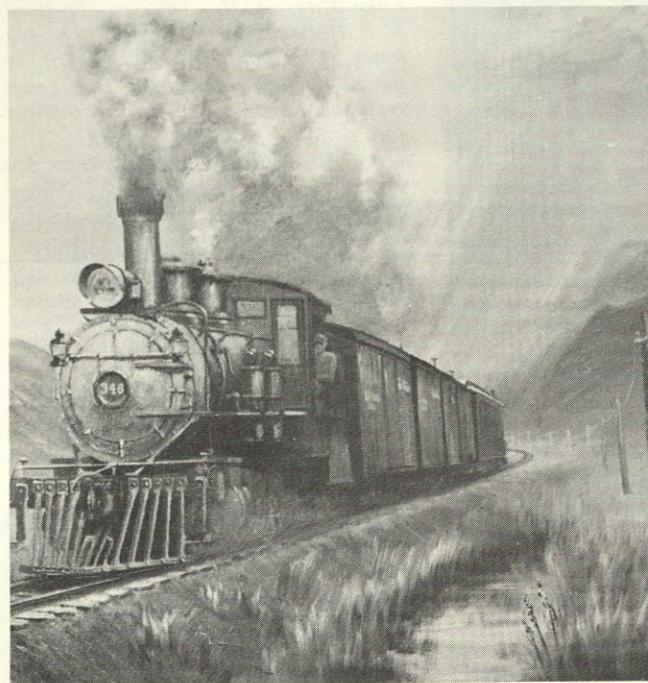
The car program includes 100, 100-ton covered hoppers for the movement of export wheat and heavy fertilizers; 75 100-ton open-top hoppers to meet the increasing demand for coal; 60, 100-ton flat bottom gondolas for general service; and 40, 100-ton gondolas fitted with coil racks for the movement of steel to the west coast.

To ease the strain on its covered hopper fleet as a result of the current Russian export grain orders, plus heavy shipment of perlite, potash, etc., the Rio Grande added



ONE OF RIO GRANDE'S new 52-foot, 6-inch, 100-ton coil steel cars.

Memory Album



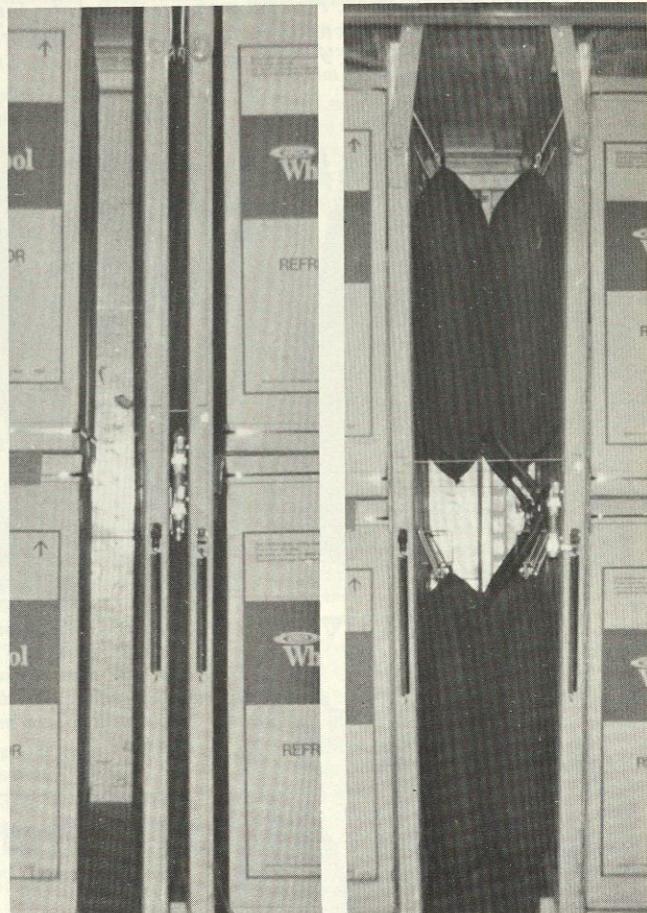
John M. Green has recaptured in oil the mixed train to Alamosa. The Rio Grande narrow gauge train is near Villa Grove. The train and the rails are long gone, but, if one were to look closely driving along the highway, many sections of the old roadbed are still visible, and with a little imagination, one can almost picture the mixed train as it rolls through this section of Colorado.

Green Light

129, 100-ton covered hoppers to its fleet under sub-lease arrangements.

The 129 cars were available to Rio Grande customers during February, well in advance of the 100 new covered hopper cars being purchased in March.

Based on the continuing need to provide additional equipment to the appliance industry, Rio Grande is equipping 40 of its 62000-series high-cube 50-foot box cars with Equipco's "Air Brace" lading controls. This device is self-centering pneumatic lading protector arrangement, without the benefit of floor or ceiling locks, which allows the shipper to fully utilize the cubic capacity of the car (6,000 cubic feet) with the load bound and restrained by inflating bags hung in the center of the car. Four bags are suspended from an overhead track faced on either side by steel floater panels which come in contact with the lading. This device has proven highly successful and is in much demand by appliance shippers.



"AIR BRACE" lading controls are shown in the two photos before and after inflating which keeps the lading in place during shipment.

Moving?

When moving please include your old address as well as your new address. Allow at least one month for change to be made.

Regional and District Managers Meet at Denver

Rio Grande's regional and district managers with off-line agency offices met in Denver on January 29-31 for a national sales meeting. The meeting was held in Rio Grande's new general offices and also gave them an opportunity for a firsthand look at the new headquarter's offices.



ATTENDING THE NATIONAL SALES MEETING at Denver, district managers, unless otherwise noted, were A. R. Fjeldsted, staff assistant, Denver; A. D. Cox, Denver; J. D. Key, assistant vice president, Sales and Service, Denver; L. J. Poelstra, Oakland; J. K. Speight, western traffic manager, San Francisco; E. D. Burke, Los Angeles; R. A. Hansen, Sacramento; R. J. Schneider, Washington, D. C.; W. E. Mullins, Baltimore; A. G. Shearer, San Jose; W. M. French, Grand Junction; W. T. Boettigheimer, assistant to regional manager, New York City; R. J. Higgins, Medford; F. S. Pruente, Chicago; T. D. Odwalt, regional manager, Denver; J. T. Hull, Eugene; J. B. Lynch, Philadelphia; D. G. Livengood, assistant to regional manager, Chicago; J. T. Quinn, regional manager, New York City; C. Pearson, regional manager, Salt Lake City; A. F. Holman, San Francisco; G. L. Nicolin, regional manager, Detroit; C. D. Brainard, director of marketing services, Denver; H. E. Cash, manager of marketing services, Denver; R. E. Port, regional manager, Sacramento; J. M. Sinclair, St. Louis; J. A. Stauffer, Houston; D. J. Leffingwell, Detroit; T. L. Rudmann, Pueblo, and M. W. Weldon, Stockton.



DISTRICT MANAGERS (unless otherwise noted) attending the national sales meeting at Denver were, from left, E. K. Yeager, Pittsburgh; J. G. Farris, Fresno; M. L. Colby, Minneapolis; F. D. Lucas, regional manager, Portland; J. E. Berry, Alamosa; W. C. Craig, Ogden; J. W. Sample, Kansas City; J. P. Heiney, Cincinnati; D. P. Heiner, Salt Lake City; A. L. Thiessen, Portland; J. I. Hollandsworth, Provo; J. F. Maloney, Cleveland; W. P. Menard, regional manager, Cincinnati; D. J. Lewis, regional manager, Chicago; J. J. Martin, national accounts executive, Denver; C. E. Mills, regional manager, San Francisco; C. R. Lennig, vice president, Traffic, Denver; J. W. Barge, Atlanta, and K. N. Hahne, Omaha.

Utah Safest Division



THE UTAH DIVISION was awarded the trophy for the best safety performance on the Rio Grande in the reduction of accidents for 1972. R. E. Davis, superintendent of safety, left, presented the trophy to James A. Greener, division superintendent. This is the third time the Utah Division won the award and the trophy will now be in their permanent possession.

A little girl was showing some of her friends through her home. "This is my room, this is my brother's room, and this," she said opening the bathroom door and pointing to the scales, "is where my mother measures her feet."

Suggestions

Suggestions received for review and discussion:

15676	18436	20702
15688	19046	20746
16055	19623	21369
16265	19681	31126
18055	20594	31158
18059	20636	31165

The following suggestions were received and for various reasons not adopted:

31199 31324 31326

Meet Mr. RGEHA

The Advisory Committee and the Board of Directors at the annual meeting of the Rio Grande Employees Hospital Association by unanimous vote have designated Jean Pearce "Mr. Rio Grande Employees Hospital Association" in recognition of his many years service as auditor for the association.



Jean Pearce, right, is being congratulated by Victor Stepsay, manager of the Rio Grande Employees Hospital Assn.

Rail CHATTER on the Grande

North Yard

Ed Sullivan Retires

February 28 was a special day in the life of Edward M. Sullivan, chief engine dispatcher at North Yard, when he decided that was the day to apply for his annuity after a career with the Rio Grande of 48 years.

Ed joined the Rio Grande as a yard messenger at Pueblo on Sept. 2, 1925 transferring to caller in 1926, a position he held until 1932 when he took on the duties as engine dispatcher. He transferred to Burnham in 1935 in the same capacity. He continued in that position, except for a few weeks when he tried his hand as a clerk in the master mechanics office, until 1966 when he transferred to chief engine dispatcher, the position he held at retirement.

Over the years, Ed has made many friends both in train service and in the offices. They were on hand to show their appreciation on March 2 when they presented him with retirement gifts after which they enjoyed cake and coffee with him.

Their best wishes go with him for a most enjoyable retirement.

Ogden

By W. O. "Toots" Furniss

Sincere sympathy to the family of George Soteras. George and wife were faithful members of the Vet's Club and he will be missed.

The Bob Scotts were welcomed back from their vacation where they toured San Diego and also took in the Bob Hope Golf Tournament. They had a wonderful trip. J. F. Painter topped off his vacation with a trip to Las Vegas, taking in the bright lights and exciting shows.

Mike Johnson is commuting from Salt Lake to Ogden in a new GMC Blazer. Mike is the relief operator at Transfer.

A double congratulations to B. L. Glanville on the arrival of a new grandson and a new car. Blaine and his wife traveled to Denver where their daughter and family live to see the new baby.

Lamar Hansen has been spending his days off snowmobiling at his daughter's place in Star Valley.

W. C. Craig, district freight manager, spent eight days in the hospital after undergoing surgery. Best wishes for a speedy recovery, Bill.

* * *

Pocahontas, on being asked about her adventure in the woods, said, "All I know is he told me his name was John Smith."

Helper

By Dom Juliano

Best wishes and a speedy recovery to Mike Kanderis, trainmaster, who is in Holy Cross Hospital at Salt Lake after undergoing surgery. Hurry back, Mike!

Congratulations to Ern and Lucille Gardner on their 49th wedding anniversary. Lucille says if they make it to 50, they are going to have a blast. See you at the blast, Lucille.

Happy birthday and congratulations to Ed "Doc" Slopansky on his 86th birthday.

Seen in Helper Yard an empty coal car, UP 31990, with large letters painted on the side "UNION PACIFIC".

What's in a name? Ask George Zamantakis. In the past couple of months George has received several pieces of correspondence with his name spelled, Samataks, Zamptaicis, Sonaatakis, Sanstakis, Samptakis. Perhaps George could solve the problem by shortening his name to Zami.

The D&RGW Employees Helper Credit Union held their annual meeting on February 25. The following officers were elected: E. E. Gardner, president, C. W. Creamer, vice president, D. J. Juliano, treasurer. Directors: Henry Briest, Mike Fromm, H. Hiatt, Ray Anderton. Credit Committee: W. C. Van-Natta, L. B. Dunn, W. E. Nielsen, Tom Migliaccio, Ray Black. Supervisory Committee: Josephine Archer and Thelma Saccomanno.

Max Magann, chief clerk, is sporting around in a new car.

Utah Division

By Jerry Pearson

As springtime draws closer the members of the Rio Grande Golf Club are busy shining up the old golf clubs in preparation for the 1973 tournament which is scheduled to begin on March 31 at Meadowbrook Golf Course. Anyone who is interested in joining the tournament should contact Pat Pond, Connie Sigg, John Jenkins or Irv Titus before March 15. The club dues are \$15.00.

Like to express deep sympathy to Everett West whose mother passed away recently.

A hearty welcome to R. E. "Bob" Davis, newly appointed supervisor of structures for the Utah Division. He held a similar position for the Colorado Division before his transfer.

Roper

By Roper Jo*

On Monday, January 29, 16 Rio Grande girls got together for dinner at the Rhinehaus Restaurant in honor of Ellen Eggleston Short-hill, former agent at Sugar House.

Ellen was in Salt Lake with her husband on vacation from Washington. It was great to see her again. The day after the reunion, she left for Grand Junction for a visit with relatives.

*Josephine Smith

Grand Junction

By Almeda Flint

If Conductor L. J. Kline is over the shock, should like to apologize for the error in the Jan.-Feb. issue showing him as the father of the Mesa County's first baby of 1973. The Klines, of course, are the grandparents.

In order to have most of the vacations out of the way before the big move to Denver, train dispatchers are taking their vacations early this year. In absence of the "regulars," Al Daub, Francis Morgan, Lloyd Lynch and Jim Wagner, we have had some young faces, Harry Rood, Rod Rickenbach, Dennis Olsen and Bill Fitch. Jack Lawrence is next, and now that he finally has that new car, he's anxious to be on his way. Lloyd Lynch's vacation wasn't all he would like but hope he soon feels better after surgery. Arnie Clemons also fell victim to the knife, so hope he has better days ahead.

Happy to report that Carl Consalus is doing well following heart surgery at Denver. Hope to see him back on the job before long.

Bob Crane, road foreman, is showing off his suntan on his return from Mazatlan, Old Mexico where he vacationed—really sounds interesting.

Best wishes to Mike Kanderis for a speedy recovery from back surgery. Gordon Adams was hospitalized during his month's illness with pneumonia. Hope he is now on the mend.

From appearances, Ted Murdock, former agent at Paonia, is enjoying his retirement. Was nice seeing him.

Just when the Glen Greens felt their luck had finally changed with Glen's rapid progress from a long illness, Mrs. Green fell on the stairway and broke her ankle. Hope her disability is short.

Best wishes for better health to George Grubb, clerk, who has had to take an early retirement.

Hank Chappell is taking his vacation. Lucky for us that he waited until our miserable weather was over.

Lee Osburn, retired painter, passed away at Las Vegas during February. Burial was at Grand Junction.

Sympathy to Floyd Royle, conductor, and to Bill Robinson, retired office engineer, on the loss of their mothers. Mrs. Robinson was the widow of a former location engineer for the Rio Grande.

Colorado Division

By Anne Darling

A warm welcome to Pat O'Brien, formerly of Glenwood Springs, as B&B supervisor. R. E. "Bob" Davis transferred to Salt Lake as B&B supervisor for the Utah Division. Wish them both the best in their new assignments.

Several retired employees have been in the office and we are always pleased to see them.

W. J. Gill and K. A. Jacobsen with their wives are on a trip to Hawaii this month. Just know they will have fun.

General Offices

From the Tenth

By Jeanne Gustafson

Recent visitors who came to admire our new surroundings, were: Otto Dvorak, Bob Schneider, J. Bert Byars, Frank Miller, Ben Durland, "Al" Ewing, Art Berglin, Gene Crosson and J. M. "Buck" Brink.

They all expressed admiration of the new offices but none expressed a desire to return to work. They all seemed busy with their own retirement pleasures.

Congratulations to Chuck Burroughs and wife on the birth of a son, the fourth for the happy family.

Rathgeber Retires

Karl L. Rathgeber, locating engineer, applied for his annuity on December 5 to become effective on January 31.

Karl went "South of the Border" as a young man. The border in this case was the Canadian border. Karl was born at Brandon, Manitoba, which is near Winnipeg. During summer vacation while attending high school, he worked for the Canadian National Ry. After coming to Denver, he attended Denver University's School of Commerce. He worked for the Colorado State Highway Dept. from August, 1936 until May, 1942 in the construction of Vail Pass. Charles D. Vail was state highway engineer at the time for which the pass is named. From May, 1942 until September, 1942 he was employed by the Rocky Mountain Engineering Co. It was at that time that Karl decided on a railroad career.

He joined the Rio Grande as a draftsman on October 1, 1942 just in time to help in moving Rio Grande's offices from the Equitable Bldg. to the Rio Grande Bldg. on Stout St. (He missed out on the move into the new building.) He transferred to assistant engineer in April, 1952 and was appointed locating engineer on May 1, 1960, a position he held at retirement.

The Canadian breezes had to have a say in his retirement as a cold wave with blowing snow swirled into Denver on the day of his retirement as a reminder of the climate he left for "sunny" Colorado.

Karl was involved in several line changes on the Rio Grande. One of note was the Webster Hill Line Change which was completed in 1969 allowing trains to go through the hill instead of around them, thus keeping a faster train schedule.

Friends and co-workers were on hand to wish him well and the best of luck in all his retirement endeavors.

Personnel

Rio Grande employees were saddened to hear of the sudden death of Charles Hackett, district manager of the Railroad Retirement Board.

Eight

System Freight Agency

By Charles Cutforth

Chuck and Delores Nitz moved into their new home near Cherry Creek Reservoir. The movers dropped the piano and the phone company said it would take two months to get a phone. Sounds like a real fun time. All wish them the best, anyhow, it can only get better.

Ray and Iris Oakley are spending their vacation getting the yard in shape for summer.

Visiting the office was M. G. "Gully" Gulymer. He looks better now than when he retired. He wasn't here five minutes before he started ordering the cashier around.

Thought: You can't reduce by talking about it. You have to keep your mouth shut!

Traffic Dept.

By Bob Hulstrom

Welcome back to Glen Keeton after his recent surgery. It's good to see you again, Glen.

Congratulations to Dave Atkins, district sales representative in the New York office, and Kathleen Linsky who are planning an August 4th wedding.



Kathleen Linsky

Congratulations to the L. R. Poelstras at Oakland on the recent arrival of a baby boy, Bradley Scott.

Will Marshall, our man in Memphis, has been elected as regional vice president of Delta Nu Alpha Transportation Fraternity. Congratulations!

And there is more. Don Livingood was elected vice president of the Railroad Foreign Freight Agent's Association of Chicago for 1973. Congratulations go his way, too.

The best news from the Rio Grande Bowling League in many a season concerns likeable Mike Pesce, station wagon driver at Burnham, who bowls with the Diesels team. Mike's accomplishment was a 697 scratch series thrown the night of March 1, putting together games of 226, 277 (first nine frames were strikes) and 194. Pesce's feat must have completely demoralized the league leading Traffic Dept. squad as they lost all three games to the Diesel's that night.

Struck Retires

Roy F. Struck, secretary to passenger traffic manager, applied for his annuity on March 2.

Roy, a native of Denver, where he attended school and business college, was employed by the Rio Grande as a roadway clerk in the office of division engineer at Denver on April 4, 1949. He subsequently held positions as section and extra gang timekeeper at Burnham; steno-clerk, Division Engineers Office; Timekeeper at Burnham; file clerk; roadway clerk, M&W Dept.; secretary to asst.; superintendent, Colorado Division Office; in 1960 he joined the Traffic Dept. where he held positions as steno-clerk, reservation report clerk, secretary to general traffic manager, and in 1963 he transferred to secretary to passenger traffic manager, the position he held at retirement.



Roy's hobbies are in music and making recordings. His home is wired for sound with all types of stereo equipment. The listener has the feeling of being at a live concert when listening to his tapes and Roy has everything "tuned in."

Many were on hand in the Traffic Dept. on his last day at the office to bestow their best wishes for a long and happy retirement. Needless to say, he will be sorely missed in the Passenger Department.

Executive Dept.

By Arlis

The moving dust has settled, everything in boxes has found its proper shelf, nook or cranny, and by now most all of us can find our desks.

After inspecting the newly painted files, the vice president-finance noticed a cold breeze from the south. Like the proverb says, "He who bends too far sends posterior through britches."

Alexis McKinney left us on February 16 with his last paycheck and his red "Action People Sweatshirt." If you see a red streak jogging around Pennsylvania Street, that's him, still in ACTION. We all miss him!

Florence Peterson, Alex Rose, Helen and Ed Broderick, Millie Green and Helen Parks stopped in for a visit and a tour of our new quarters. Nice to see you, Come again soon.

We all miss Irene Stevenson's smiling face. Heard that she didn't really retire from work, only office work. While recuperating from a kidney infection, the oven has been cleaned, the walls washed and several recipes have been tried. We shared the happiness of Irene's early retirement in January and also the sadness in the loss of her father.

A wise old analyst said, "You can't let her report for the 12th floor, she tells everything she knows." Now you know why this column is so short.

(Welcome to Arlis Rosenberger as reporter for the Green Light on the 12th floor—Ed.)

Rio Grande

Car Service Dept.

By Manford Bauer

Michael Fletcher, clerk, has been appointed editor of Love Script, a publication of religious orientation. The first issue, Feb. 15, was an attractive lay-out of 16 pages. Congratulations, Mike.

This department is pleased to welcome John J. Skillen, Jr.

Sympathies to Ruth Theis whose father, Kenneth D. McKenzie, passed away recently in Denver.

A recent visitor in Ruby Kaylor's Lakewood home was her father, Burdette Chapin of River Falls, Wisconsin.

Expenditure Accounting

Congratulations to Bill Fulham on winning the Club Championship at Willis Case Golf Club.



Bill, shown with his trophy, in putting it all together won five matches, 77, 71, 73, 76 and a 36-hole final match 147. Bill intimated that age was a factor in the 36-hole match. He walked the first 18 and used the cart on the second.

Bill has been a member of Willis Case since 1945, so winning the Club Championship Trophy was the realization of a dream.

Salida Comments

By Maribee*

Who's agent at Salida is a game that has been played at the station for more than two months. Vince Sprouse was assigned the position. While on vacation he strained his back shoveling snow and had to be hospitalized. He spent some time in traction and is recuperating at home with a tentative date to return to work on April 1.

Robert Sutherland, telegrapher assumed the position and in mid-February he became ill with a kidney infection and was hospitalized. M. L. Fesler, telegrapher became agent. He has had experience at four stations, Fraser, Tabernash, Trinidad and Florence—all four being closed while he was agent.

W. H. Ewald, telegrapher left for California for three weeks vacation due to his

mother breaking her arm, but signified he would assume the position upon his return March 7. Extra men Pat Zenge and Alex Grieg have been around Salida long enough to establish voting privileges, filling in the various vacancies which have occurred.

Tombstone, Ariz. proved to be a fascinating spot during the February vacation of Mel and Oma Fesler. Tombstone is sparsely populated now, but has sufficient historical interest that it kept the Feslers there three days. In Phoenix they spent ten days as the guest of her sister, Doris Lundy, widow of Bob Lundy, well-known B&B foreman who passed away in 1962. Other points visited were Nogales, Mexico, Bisbee, Ariz., Las Cruces, Demming, N.M. where they saw the largest open pit copper mine in the world.

The recent Vet's parties at Salida have uncovered some talent. Young Bill Perri's daughter, age two, shows signs of being a future talented pianist. Eleanor Allen and Elaine McGowan discovered when practicing the "Hello Dolly" parody sung at the retirement dinner that their voices blend perfectly. Now they can sing at funerals, if called upon.

The nice weather is sending such experienced arrowhead hunters as "Slick" Haley into the hills.

Young folk now leave home for a place of their own before they are married. Two single and eligible brakemen have a trailer and a house respectively. Two others have teamed up in a home. They are only following a general trend which never used to happen in a small town when the parents were around.

Train crews moving towards Minturn in the daytime look for wild turkeys which have been spotted along the way.

A baby lion was caught in a trap near Leadville and was brought to the vet for treatment. Quite a few wanted to see the cub, but like all hospitals, too many visitors upset him.

Vera Coster and Lyle Bratton were married in Durango on Valentine's Day and headed Arizona way for a honeymoon. Vet's Club officers are planning an old-fashioned chivary if they can catch them at home.

*Mary B. Cassidy

News from San Jose

If you know the way to San Jose you will know that that is the home of Stan Goalen, retired asst. accounting supervisor, and his wife, Dorothy.

A letter received in the Green Light office gives a few highlights regarding them.

It has been seven years since they retired and left Denver for California. On March 12th he will be 80 years old and still going strong. He bowls twice a week and plays some golf, when he can get someone to play with. (They don't like to get beat by a youngster like him.) Their 50th wedding anniversary is coming up in September this year. Dorothy is having some nerve trouble but medication is doing wonders for her. They live close to their daughter and family which makes it nice for them and they have two wonderful grandchildren.

California, they love it, but there is no place as dear as old Colorado, and though they have made some nice friends there, none can compare to those in Denver.

So, if you know the way to San Jose, drop in and say hello where they reside at 7200 Rollinger Road #701. They will be pleased to see you.

Burnham Notes

Diesel Shop

By Elmer Schaefer

The E. E. Johnsons were with a Ports-of-Call tour to the Panama Canal Zone. While there they rode the "fast" Panama Railroad which runs along the locks.

Gene Crosson visited friends in Old Mexico. Fred Newton reports a memorable vacation in the great city of Las Vegas.

Sympathy is extended to the family of Hugh Campbell. Hugh, retired carman, was known for the large dahlias he raised. Condolences to the family of Vic Albertson in the loss of his mother.

A long and healthy retirement is wished for Ben Dickerson after 22 years with the Rio Grande.

Understand Art Berglin is enjoying a care-free living in Holiday Hills Resort.

A welcome to R. G. Ingalsbe, machinist apprentice, from Grand Junction. The traction motor gang welcome G. A. Hilton into their repair department.

A goodly group of members of the Rio Grande Operating Credit Union attended the annual meeting and dinner. Many door prizes were awarded.

Get well wishes to the following employees, Sam Herrera, George Moore, Wayne Pettinger, Bill Connelly, George Rivera, Bruce Middleton, Oscar Trice and Fred Trujillo.

The Art Phillips motored to Selma, Ala. to see their new grandson, born Feb. 5. Art says planting cotton and peanuts in that area is something to see.

Jose B. Segura is sporting a new Monte Carlo Chevrolet.

Recent visitors were Bruce Middleton, Joe Sadar, Adolf Greenmeyer and Phil Sundberg.

Provo

By R. R. Racke

Dean Losee, who has been in engine service since 1929, applied for his annuity on February 28. Dean plans to spend his retirement fishing and hunting, a sport he has always loved, and taking his wife places. Happy days ahead to the Losees.

Vic and Esther Griffith took their granddaughter home to California by car. They also had their daughter and family visiting them from Grand Junction.

The Bud Jackmans added to their list of grandchildren when No. 8, a baby girl, arrived.

Arvil Reid is making progress from the injury he suffered on December 12. Gil Watson, conductor, is trying to overcome the flu bug while on vacation. The mother and daughter of C. G. Brown have been in the hospital.

Dale Bowen transferred from clerk to special agent at Roper. Best wishes in his new assignment.

Allen Wernz, son of Mr. and Mrs. Bud Wernz, returned from the Navy with a new bride. Allen is a clerk at Provo.

The Ivo B. Larsons recently announced the approaching marriage of their daughter, Rosalie, to Dennis J. Floyd, son of the Neal D. Lloyds of Springville.

Married 50 Years



Congratulations were bestowed on Phillip K. Yonge and wife, Bessie, when they celebrated their Golden Wedding Anniversary on January 3, 1973. "P. K.", as he was known by his many railroad acquaintances, retired in 1963 as director of agriculture for the Rio Grande.

A reception was held in their honor at Howard Johnson South at Denver on December 30, 1972, given by their two married daughters, Eleanor Buboltz of Castle Rock, and Betty Flansberg of Denver. A son, Phillip, and family arrived from California to join in the festivities. The Yonge have six grandchildren.

Many of their long-time friends and associates were on hand to offer their best wishes and congratulations.

Salt Lake Vets

By Fred Krauth

The first potluck dinner for 1973 was well attended with everyone having a very good time. After the dinner, bingo was played and a regular get-together was had. In charge of this event were C. L. Crawford, M. A. Yates and J. C. Cowley, who kept things rolling for an evening of fun.

Ida Crawford, Phyllis Cowley and Lorene Krauth took charge of the kitchen and serving duties. The committee would like to thank them for a job well done.

The next potluck dinner will be held on March 23, Rail Ops. Credit Union Bldg., 37 W. 17th South, at 6:30 p.m. Hope everyone will come and join in the fun.

NARBW News

By Mary Stevens

Iola McMurray, chairman for the Annual Public Affairs Dinner of the National Association of Railway Business Women, is inviting all members and guests to attend the dinner meeting to be held at Continental Denver, Valley Highway and Speer Boulevard, on Wednesday evening, March 21, at 5:45 p.m.

Tina Rowe, patrolwoman with the Denver Police Dept., will be the speaker. She will talk on "Defensive Living" — protecting oneself on the streets, in the home, in cars, etc.

Velma Hamilton and Mary Ann Heffernan are assisting Iola with the dinner arrangements.

Ten

Denver Vets

By Foyle Troxel

The February meeting was an exceptionally nice evening with roast beef and all the trimmings. A big attendance included many new faces which we hope will continue to attend regularly.

Glad that the Moellers are recovered from their bout with the flu, also Ruth and Louis Heinrich are slowly getting better from a two month bout with the same bug. Bill and Fern Hicks are doing well after a serious auto accident in which their VW was totally demolished.

John Pounden underwent eye surgery at St. Lukes for a detached retina. He will be taking it easy for several weeks. Foyle Troxel is recuperating at home after five weeks in St. Josephs Hospital for knee injury.

Sympathy is extended to Irene Bronish who lost her father recently.

Iva and Lee Andrews and Frank and Lois McDonald returned after several weeks of fun and fishing along the Gulf Coast, report the weather was not too good for either fun or fish. George and Gladys Bush are home again after several weeks in California.

John Schneider is getting along fairly well and hopes his eyes will be better soon. Syd Pelta spent a short time in St. Josephs Hospital for tests.

Larry and Ellen Crittenden are spending two weeks at Albuquerque baby sitting with their four grandchildren while their son and wife take a short vacation to Mexico.

Don't forget there will be another of those good pot luck dinners on April 19. You should be there. Dues are payable now. Ask your secretary for your card for 1973 and enjoy the activities of the club. There is lots of fun and enjoyment planned for 1973.

Motor Way

By J. P. Walsh

Denver

Deepest sympathy to Joe Matich on the death of his father, Joe Matich, Sr., at Price. Also to the family of Dan Cecala, line driver, Salt Lake, whose death occurred on February 27.

Welcome to Robert Slaven, who has been studying the Motor Way system preparatory to taking a position as terminal manager. Bob entered service February 1.

Terminal managers visiting the Denver office during the past two weeks included Dayton Kirkjam, Delta, Mike Glynn, Aspen, Beam Hemming, Colorado Springs, and L. D. Willford, Pueblo.

John Decio, freight terminal, is the proud owner of a new Chevelle.

Durango

Word has been received of the death of M. A. Robinson, formerly superintendent for the Motor Way at Durango. Mr. Robinson had been retired for many years.

George Dodge Dies

George F. Dodge, who retired as Rio Grande's land and tax commissioner in 1959, died unexpectedly at his home on January 30. He was 81.

Dodge, a native of Pueblo, began a work career as a delivery boy for a grocery store and in 1924 became secretary of the Retail Grocery and Butchers Assn. at Colorado Springs. He served as a representative in the State Legislature in 1927 and served on various committees for the state.



He joined the Rio Grande as a special representative and tax agent in 1930. In 1938 he was appointed director of public relations and appointed land and tax commissioner in 1958, the position he held at retirement.

He is survived by his widow, Mary; a son, Bernard, Pueblo; a brother, Warren, Colorado Springs; five grandchildren and four great-grandchildren.

Colorado Springs

By Jim Kennedy

Deepest sympathy is extended to the family of Al Thiebaud, retired baggage clerk, who passed away in a nursing home on February 16.

Thomas L. Gallo, son of T. G. Gallo, clerk, was married to Rebecca Ann Bayer, on January 6 at the United Methodist Church. Everyone wishes them the best for the future.

R. R. Evans, working car foreman, and wife enjoyed two weeks' vacation in Texas where they fished and visited friends.

Avery French has been in the hospital with the flu and we are pleased to report he is doing fine.

It's a pleasure to welcome C. A. "Dutch" Beal as a joint agent here, even though he is headquartered at Pueblo.

Helper Vets

By Don Juliano

The Helper vets held their annual meeting on February 13. The following officers were elected: Ray Anderton, president, Ray Black, vice president, and Domenic Juliano, secretary. Directors are, Desmond Peckham, Ernest Gardner, Robert Stone, Leo Dunn, Tom Migliaccio and Mike Fromm.

Ladies Auxiliary officers are: Kathy Anderton, president, Jane Juliano, vice president, Rosa Migliaccio, secretary. Directors: Ruby Willis, Helen Van Natta, Nola Harden, Louise Peckham, Marilyn Nielsen and Prudy Dunn.

The retirement banquet is set for March 25 at the Carbon Country Club.

We are seeking new members. Anyone with 10 years or more of service with the Rio Grande is eligible. Contact one of the club officers for further details.

Rio Grande

The Grande People

By Ann Eckberg

Retirements

Years of Service and Date Shown)

Barbour, Albert, Grand Junction, Locomotive Engineer, 49, Nov. 29.
Blue, Robert O., Denver, Welder Helper, 27, Oct. 7.
Butterbaugh, Wilbur S., Pueblo, Locomotive Engineer, 43, Dec. 28.
Campbell, Bonnie B., Salida, Locomotive Engineer, 44, Dec. 1.
Green, Mildred L., Denver, Research Asst., 31, Jan. 1.
Grubb, George D., Grand Junction, Janitor, 24, Nov. 13.
Head, Earl W., Grand Junction, Mech. Laborer, 40, Nov. 2.
Henricksen, Ora M., Salt Lake City, Locomotive Engineer, 44, Jan. 1.
Jackson, Thomas C., Denver, Dispatcher, 48, Dec. 16.
Miller, Roy E., Pueblo, Switchman, 31, Apr. 28.
Musso, Samuel, Pueblo, Towmotor Operator, 30, Dec. 9.
Ontiveros, Juan M., Colorado Springs, Section Laborer, 44, Dec. 2.
Page, Joseph D., Salt Lake City, Locomotive Engineer, 38, Jan. 1.
Peterson, Florence A., Denver, Secretary, 38, Jan. 1.
Shacklett, Clark H., Pueblo, Conductor, 36, Jan. 1.
Sheeley, Leland L., Salida, Trainman, 29, Dec. 3, 1971.
Spero, Veronica, Denver, Jumbo Train Clerk, 27, Dec. 7.
Verbain, Thelma J., Seattle, Office Manager, 30, Jan. 1.
Walter, Paul, Salt Lake City, Switchman, 14, Jan. 1.

Losses

(Age and Date of Death Shown)

Anderson, Carl L., Salt Lake City, Machinist, 86, Dec. 24.
Bailey, Claude E., Grand Junction, Locomotive Engineer, 76, Feb. 6.
Baldino, Paul, Grand Junction, Mechanical Laborer, 87, Oct. 2.
Barnes, Ernest E., Grand Junction, Conductor, 73, Jan. 17.
Brown, Roy F., Alamosa, Locomotive Engineer, 78, Jan. 22.
Calton, Marlon, Salt Lake City, Carman, 63, Feb. 1.
Campbell, Hugh J., Denver, Carman Helper, 78, Jan. 29.
Dodge, George F., Denver, Land & Tax Commissioner, 81, Jan. 30.
Ferris, William S., Bountiful, Electrician, 88, Jan. 13.
Hillhouse, David L., Salt Lake City, Locomotive Engineer, 81, Feb. 18.
Hughes, Edward S., Denver, Auditor of Revenue, 68, Jan. 31.
Kellams, Grover S., Salt Lake City, Switchman, 69, Jan. 8.
Klipple, Alfred H., Denver, Machinist, 78, Dec. 1972.
Lassan, Ben S., Durango, Carman, 85, Nov. 1972.
May, Albert J., Green River, Treating Plant Opr., 82, Jan. 16.
Nielson, Olaf M., Provo, Section Laborer, 81, Jan. 1973.
Orr, Arthur R., Phippsburg, Locomotive Engineer, 60, Feb. 18.
Samuelson, Everette G., Pueblo, Fireman, 70, Jan. 5.
Santistevan, Fidel, Denver, Mechanical Laborer, 78, Jan. 14.
Toof, Nelson A., Pueblo, Yard Clerk, 76, Feb. 18.
Veo, Frank L., Salida, Locomotive Engineer, 79, Jan. 27.
Volpe, Mike, Grand Junction, Section Foreman, 88, Jan. 28.
Wahl, Louis W., Helper, Machinist, 66, Jan. 30.
Wells, James L., Grand Junction, District Manager, 57, Jan. 17.

Income Tax Refunds are ready-made savings.

Your income tax refund is ready-made savings—ready to be tucked away as a nice lump-sum payment on tomorrow.

It's probably what you've had in mind all along, isn't it? Getting this far without missing the money, and then making sort of a giant step toward whatever it is you're saving for.

One of the easiest ways to make sure you really do it, of course, is to take your refund check and turn it into a Series E Savings Bond. (Or maybe several Savings Bonds!) Series E Bonds earn 5½% interest, compounded semiannually, when held to maturity of 5 years, 10 months (4% the first year). Your money is guaranteed safe—Bonds are replaced free if lost, destroyed or stolen. And, speaking of income tax, you may defer the payment of

Federal tax on your E Bond interest until you cash your Bonds or they finally mature. (And the interest is *exempt* from state and local income taxes!) So don't miss such an ideal opportunity to add to your savings.

Turn your tax refund check into growing Savings Bonds dollars today. You'll be doing something nice for your future.



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ACCIDENT FREE
IN '73

RECENT APPOINTMENTS

G. D. Allen, District Representative	Portland
T. T. Bray, Customer Service Representative	San Francisco
R. E. "Bob" Davis, Supervisor of Structures, Utah Division	Salt Lake
J. P. Harris, Office Manager	Atlanta
C. R. Marelli, Office Manager	Portland
A. W. McMullen, Customer Service Representative	Chicago
P. C. O'Brien, Supervisor of Structures, Colorado Division	Denver
R. P. Rieff, Engineering Assistant, Colorado Division	Grand Junction

Oil-short Denver To Receive Crude Oil From Craig

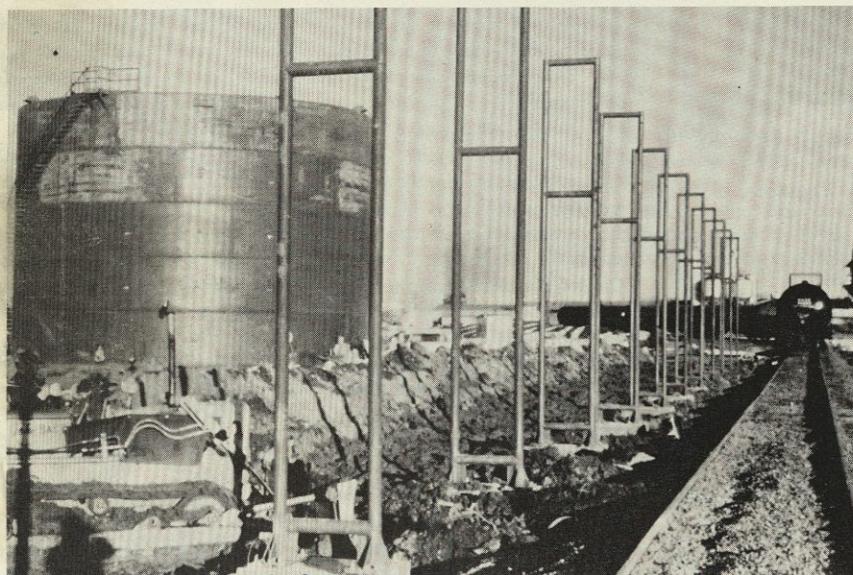
A modern oil storage facility has been put into operation in Rio Grande's yard at Craig, Colorado, by Koch Oil Co., one of the largest independent oil companies in the country with headquarters at Wichita, Kansas.

The new facility, erected in one of the severest winters in the Craig area, consists of a 20,000 barrel (840,000 gallon) storage tank and an 11-car loading rack. The oil from Utah's Blue Bell Oil Field has a high micro-crystallene wax content and becomes solid at 110 degrees. The large storage tank is heated and insulated. The oil is constantly circulated to keep it in its fluid state until loaded into tank cars for shipment. The tank cars are also insulated and are equipped with steam heat connections to make the lading fluid.

Ersel Deakins, prior to his retirement as district representative for the Rio Grande, was of invaluable assistance to Koch in locating their people and in the construction of the facility.

Koch began shipping oil to Denver on February 28 on an annual volume rate which will move over 50-million gallons of crude to the oil-short Denver market. This will mean 2,300 carloads annually of new business for the Rio Grande. According to G. A. Bennewitz, Jr., Rio Grande's market director, other markets may also be served from the Craig facility.

The economy of Craig will benefit as 23 new families, including drivers of the 11 new rigs that will bring the oil to Craig from the Utah field, have located there as a result of the installation for the initial stage of the operation.



UPRIGHTS FOR THE TANK CAR LOADING RACK are shown while under construction. The loading track is on the right and an additional loading track will occupy the left side of the rack. The 20,000 barrel tank in the background will be coated with foam insulation to retain the heated oil. The facility is now completed and in operation.



BOB PETERSON, district foreman for Koch Oil Company's operation at Craig, poses near some of the new trucks that will bring the oil to the Craig installation.

Now that everyone is paying their taxes for this year, it has been pointed out, with adequate proof, that today's economy is that strange economy under which wives as well as husbands must work to support their taxes so that the government can spend billions of dollars to support families in which the wives and husbands don't work at all.

The pretty stewardess had her hands full fending off two drunks who would not let up. The one seated in front of the plane was doing his best to persuade her to come to his apartment. At the rear, the second drunk was trying for an invite to her apartment.

As the plane started to make the approach for landing, the front seat

pest handed her a key and a slip of paper on which he had written his address. "Here's the key and my address," he whispered. "See you tonight?"

"Okay," she whispered back with a smile as she headed for the drunk at the rear.

She handed him the key and slip of paper and said, "Don't be late."



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